



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 11, 2001

SUBJECT: "Weight Control Deficiency Deduction" Special Provision
Effective: April 1, 2001, Revised April 10, 2001
April 27, 2001 Letting

TO ALL PROSPECTIVE BIDDERS:

Enclosed is one copy of the subject "Weight Control Deficiency Deduction" Special Provision that is applicable to all projects included in the April 27, 2001 letting that contain one or more pay items paid for by weight. This Special Provision is applicable only to those Items shown on the attached list.

Due to the large number of projects affected by this Special Provision, individual addendum letters will not be issued for each project affected. It is the responsibility of each prospective prime bidder to scan through the enclosed list and identify those projects on which he/she plans to bid as those projects will be governed by the enclosed Special Provision and it will be included in each contract identified.

Prime contractors must utilize the enclosed Special Provision when preparing bids on the affected Items.

Very truly yours,

Michael L. Hine
Engineer of Design
and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger", followed by the letters "P.E." in a smaller, printed font.

By: Ted B. Walschleger, P. E.
Engineer of Project Management

The attached "Weight Control Deficiency Deduction" Special Provision applies to the following jobs on the

APRIL 27, 2001 LETTING[illegible]

The following items **ARE NOT** affected by the attached Special Provision

[illegible]

WEIGHT CONTROL DEFICIENCY DEDUCTION

Effective: April 1, 2001

Revised: April 10, 2001

The Contractor shall provide accurate weights of materials delivered to the contract for incorporation into the work (whether temporary or permanent) and for which the basis of payment is by weight. These weights shall be documented on delivery tickets which shall identify the source of the material, type of material, the date and time the material was loaded, the contract number, the net weight, the tare weight when applicable and the identification of the transporting vehicle. For aggregates, the Contractor shall have the driver of the vehicle furnish or establish an acceptable alternative to provide the contract number and a copy of the material order to the source for each load. The source is defined as that facility that produces the final material product that is to be incorporated into the contract pay items.

The Department will conduct random, independent vehicle weight checks for material sources according to the procedures outlined in the Documentation Section Policy Statement of the Department's Construction Manual and hereby incorporated by reference. The results of the independent weight checks shall be applicable to all contracts containing this Special Provision. Should the vehicle weight check for a source result in the net weight of material on the vehicle exceeding the net weight of material shown on the delivery ticket by 0.5% (0.7% for aggregates) or more, the Engineer will document the independent vehicle weight check and immediately furnish a copy of the results to the Contractor. No adjustment in pay quantity will be made. Should the vehicle weight check for a source result in the net weight of material shown on the delivery ticket exceeding the net weight of material on the vehicle by 0.5% (0.7% for aggregates) or more, the Engineer will document the independent vehicle weight check and immediately furnish a copy of the results to the Contractor. The Engineer will adjust the net weight shown on the delivery ticket to the checked delivered net weight as determined by the independent vehicle weight check.

The Engineer will also adjust the method of measurement for all contracts for subsequent deliveries of all materials from the source based on the independent weight check. The net weight of all materials delivered to all contracts containing this Special Provision from this source, for which the basis of payment is by weight, will be adjusted by applying a correction factor "A" as determined by the following formula:

$$A = 1.0 - \left(\frac{B - C}{B} \right); \text{ Where } A \leq 1.0; \left(\frac{B - C}{B} \right) > 0.5\% \text{ (0.7\% for aggregates)}$$

Where A = Adjustment factor

B = Net weight shown on delivery ticket

C = Net weight determined from independent weight check

The adjustment factor will be applied as follows:

$$\text{Adjusted Net Weight} = A \times \text{Delivery Ticket Net Weight}$$

The adjustment factor will be imposed until the cause of the deficient weight is identified and corrected by the Contractor to the satisfaction of the Engineer. If the cause of the deficient weight is not identified and corrected within seven (7) calendar days, the source shall cease delivery of all materials to all contracts containing this Special Provision for which the basis of payment is by weight.

Should the Contractor elect to challenge the results of the independent weight check, the Engineer will continue to document the weight of material for which the adjustment factor would be applied. However, provided the Contractor furnishes the Engineer with written documentation that the source scale has been calibrated within seven (7) calendar days after the date of the independent weight check, adjustments in the weight of material paid for will not be applied unless the scale calibration demonstrates that the source scale was not within the specified Department of Agriculture tolerance.

At the Contractor's option, the vehicle may be weighed on a second independent Department of Agriculture certified scale to verify the accuracy of the scale used for the independent weight check.

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